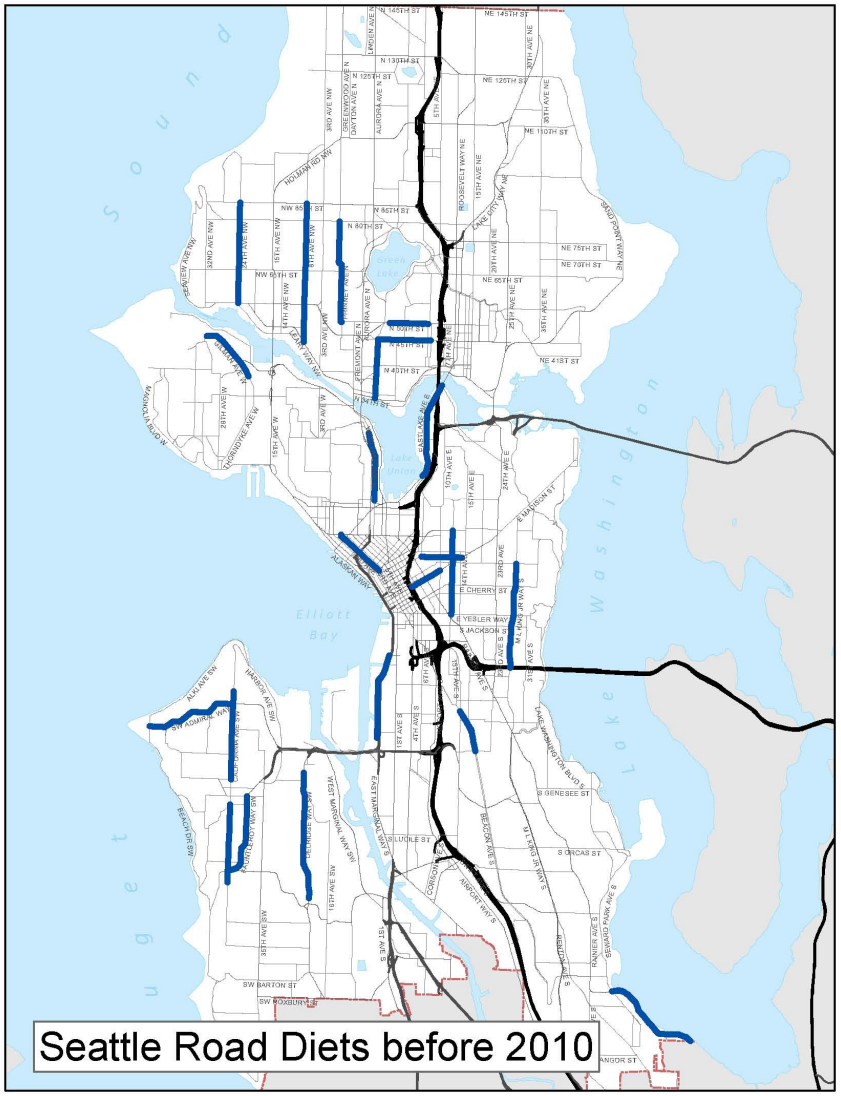
Reconfiguring Roads for Complete Streets

Seattle Freight Advisory Board

February 15, 2011

Road Diet History

- 30 road diets have been installed in Seattle since 1972
- Complete Streets Ordinance 2007



How are Corridors Identified?

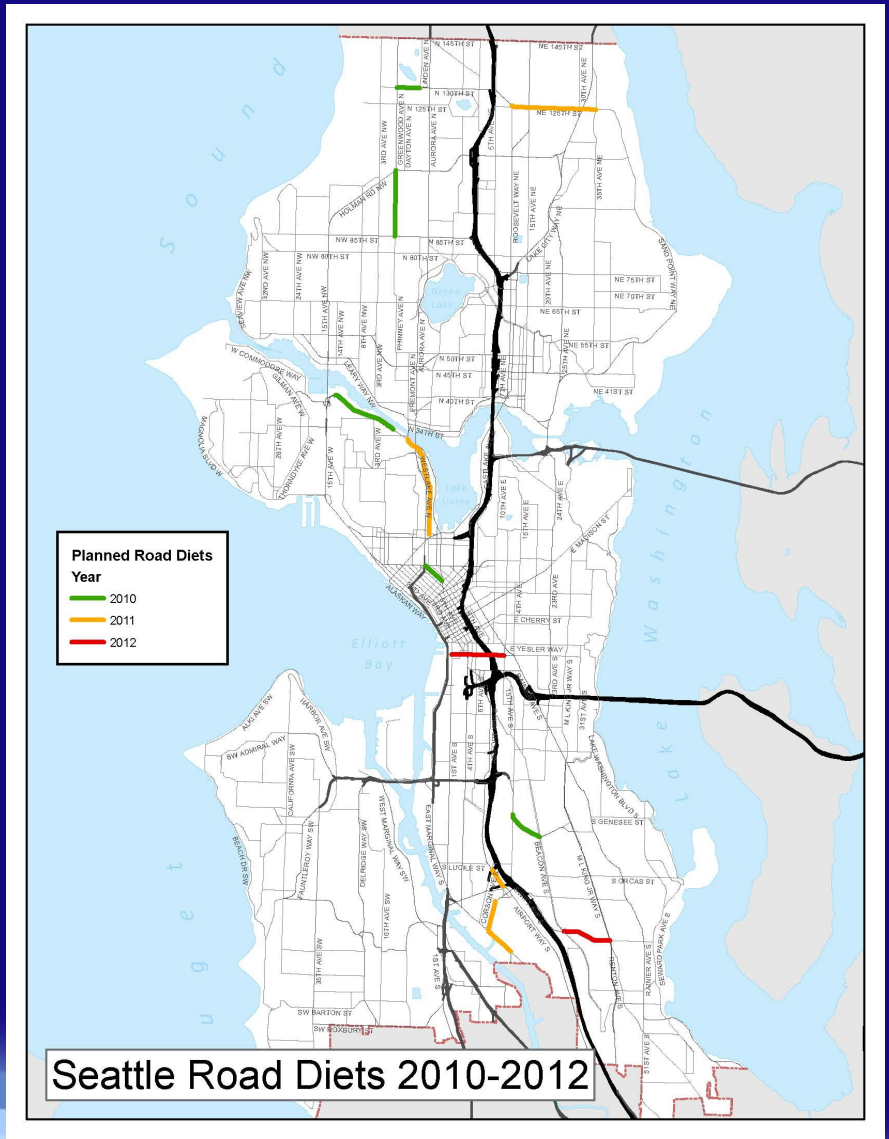
- Complete Streets evaluation for all capital projects
- Freight Mobility Strategic Action Plan
- Bicycle Master Plan for on street facilities
- Pedestrian Master Plan for crossing improvements
- Community requests for neighborhood implementation

E Union St

What Factors are Considered?

- Volume of traffic - less than 25,000 vehicles per day
- Collision history –all modes
- Vehicle speed
- Number of lanes
- Freight usage
- Bus stops and routing
- Travel time
- Accessibility

2010-2012 Projects



Seattle Department of Transportation

How a Road Diet Works

Nickerson St

Before

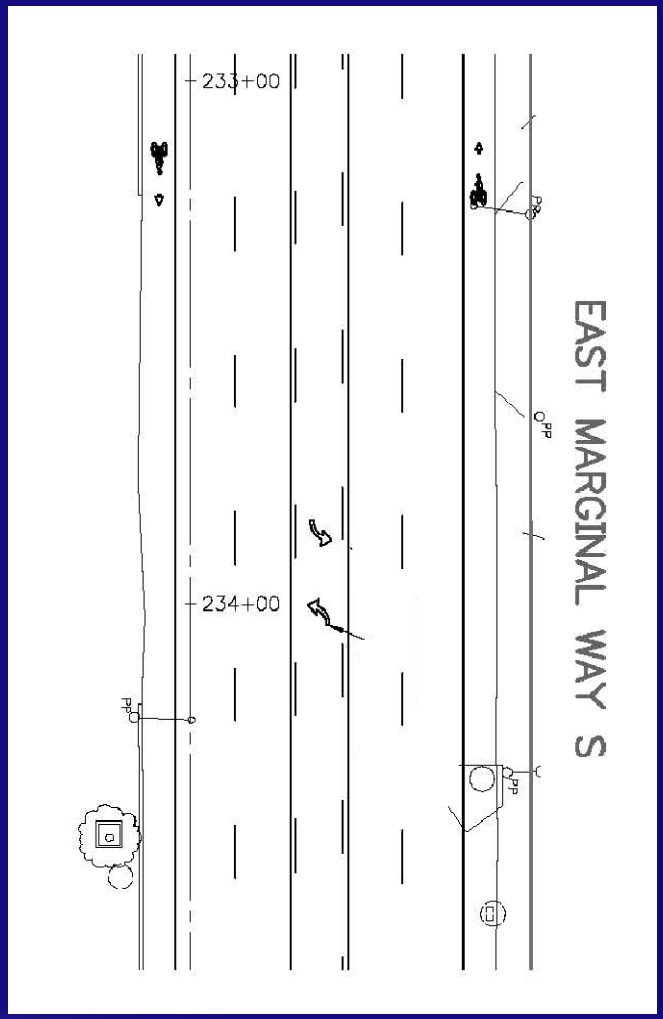
After

E Marginal Way: Ellis Ave to city limits

- Ellis to 4th Ave S – widen outside lanes to 11.5 feet and narrow inside lanes to 10 feet

- Extend the five-lane cross section that exists in both north and south of the project area

- Add dedicated bike lane



Airport Way S: Corson Ave S to 13th Ave S

- Remove southbound parking restrictions (west side)
- Add curb bulbs to west side
- Restrict peak hour left turns
- Install shared lane markings (sharrows) in both directions
- Secure easement for an off-street bicycle facility from 13th Ave S to the city limits

Airport Way S

Common Concerns

- Will increase congestion/delay in corridor
  - Maintain capacity at signalized intersections
  - Gain efficiency by removing left turns from travel lanes
- Will increase cut through traffic
  - Monitor pre and post project implementation
- Makes entering the roadway more difficult
  - Sight distance is improved for left turns
  - Access from side streets and driveways improved by crossing only one travel lane to the TWLTL.

Common Benefits

- Reallocates ROW according to use
- Reduces Conflicts
- Calms Traffic
- Crossing improvement for pedestrians

Follow-up studies and monitoring

- Volume of principal street /peak hour capacity
- Speed and collisions
- Traffic signal level of service
- Volume of parallel arterials
- Travel time
- Bicycle volumes

Stone Way